

Minutes
BROWN COUNTY PLANNING COMMISSION
BOARD OF DIRECTORS
Wednesday, December 4, 2019
Green Bay Metro Transportation Center
901 University Avenue, Commission Room
Green Bay, 54302 - 6:30 p.m.

ROLL CALL:

Paul Blindauer	<u>x</u>	Dotty Juengst	<u>X</u>	Ray Suennen	<u>Exc</u>
Brian Brock	<u>x</u>	Dave Kaster	<u>X</u>	Mark Thomson	<u>x</u>
Norbert Dantine, Jr.	<u>Exc</u>	Michelle Kerr	<u>X</u>	Norbert Van De Hei	<u>x</u>
Bernie Erickson	<u>Exc</u>	Patty Kiewiz*	<u>Exc</u>	Matthew Woicek	<u>x</u>
Kim Flom	<u>Exc</u>	Dave Landwehr	<u>Exc</u>	Reed Woodward	
Mark Handeland	<u>x</u>	Aaron Linssen	<u>X</u>		
Matthew Harris	<u>x</u>	Michael Malcheski	<u>Exc</u>		
Phil Hilgenberg	<u>x</u>	Gary Pahl	<u>X</u>	T. of Holland & Morrison (Vacant)	
Elizabeth Hudak	<u>x</u>	Terry Schaeuble	<u>X</u>	City of Green Bay (Vacant)	
Kathleen Janssen	<u>Exc</u>	Glen Severson	<u>X</u>	City of Green Bay (Vacant)	

Others Present: Lisa J. Conard, Joy Koomen, Chuck Lamine, Cole Runge, and Ker Vang

C. Lamine called the meeting to order at 6:30 and requested P. Blindauer run the meeting in the absence of President Dantine.

1. Approval of the minutes of the November 6, 2019 regular meeting of the Brown County Planning Commission Board of Directors.

A motion was made by D. Kaster, seconded by G. Pahl, to approve the minutes of the November 6, 2019 regular meeting of the Brown County Planning Commission Board of Directors. Motion carried.

2. Election of Vice President to the Brown County Planning Commission Board of Directors.

C. Lamine explained the procedure for electing a Vice President.

G. Pahl nominated Paul Blindauer as Vice President and the nomination was seconded by M. Harris. G. Pahl moved, seconded by D. Juengst, to close nominations. Motion carried.

Motion to elect Paul Blindauer as Vice President of the planning commission carried unanimously.

3. Overview of the Federal Surface Transportation Block Grant (STBG) Program – Set-Aside for Transportation Alternatives (TA).

L. Conard provided an overview via PowerPoint.

Transportation Alternatives Overview:

- Federal Program managed by WisDOT.
- Primarily provides funding for bike & ped facilities & Safe Routes to School activities.
- Federal funds are required to cover between 50% - 80% of the cost of the project.
- Infrastructure projects must cost a minimum of \$300,000.
- Non-infrastructure projects must cost a minimum of \$50,000.

L. Conard noted that TA & TA Predecessor Programs (since 1994) have funded 26 area projects at approximately \$7,500,000.

L. Conard continued that Transportation Management Areas (TMAs), that is, areas with a population of 200,000+, receive their own allocations of TAP funds. The current program covers the years 2020-2024 in name only and offers four years of funding for 2021-2024. The Green Bay area's four-year allocation is \$1,023,966. The award cycle occurs every two years.

In early 2018, the Brown County Planning Commission approved two projects for 2022 construction:

1. Doty Elementary School Safe Routes to School (SRTS) project
2. Velp Avenue Trail Project (connection to the Mountain Bay Trail)

Since WisDOT has established a minimum cost of \$300,000 for infrastructure projects, it is not possible for the BCPC Board of Directors to consider approval of an infrastructure project this cycle, since the program balance is only \$97,192. However, a non-infrastructure project(s) could be funded since the minimum established by WisDOT is \$50,000.

Should the Green Bay MPO receive one or more non-infrastructure project applications, the MPO staff will present them to the BCPC Board of Directors on April 3, 2020.

L. Conard noted that WisDOT has made \$10,874,451 available on a statewide basis, meaning *any* applicant may apply. Applications will be reviewed and scored by a committee established by WisDOT Central office staff.

All potential Green Bay area infrastructure applicants have been encouraged to apply for funding through the statewide program.

Approved projects will be announced by the governor in late summer of 2020.

D. Kaster asked what type of projects would be considered non-infrastructure and could fit into the MPO funding parameter.

L. Conard indicated that a Safe Routes to School plan would be the most common. A minimum request of \$40,000 TA funds with a \$10,000 local match would be acceptable.

M. Woicek noted that the deadline for the application for both the MPO TA fund and the statewide TA funds is January 24th, 2020. L. Conard confirmed.

4. Discussion and action regarding Brown County's Section 85.21 Specialized Transportation Assistance Application/Plan for 2020.

K. Vang provided an overview of the State Section 85.21 program via PowerPoint:

Program Purpose:

- To provide financial assistance to counties for transportation services for seniors and people with disabilities, and
- To promote dignity and self-sufficiency

Funding:

- Provides all 72 Wisconsin counties with financial assistance for transportation services for seniors and people with disabilities
- Allocation is based on numbers of seniors and people with disabilities residing in the county
- Requires a 20% local match

Eligible expenses include:

- Providing direct transportation service from any public or private provider
- Coordinating transportation services

- Providing in-service training for transportation services
- Purchasing equipment such as vehicles and wheelchair lifts
- Subsidizing passengers for use of transportation services
- Conducting planning/management transportation studies

K. Vang noted that State Section 85.21 will provide \$557,438 and Brown County will provide a local match of \$111,488 bringing the total budget to \$668,926.

Distribution of the \$668,926 is proposed as follows:

1. Curative Connections Transportation Service - \$571,842

What: Accessible, demand-response door-to-door transportation service. Trips are prioritized for medical, nutrition, and work-related purposes. Social and recreational rides are provided as resources allow.

Who: Eligible residents throughout Brown County.

How: Automobiles, accessible buses, and mini vans with 10 paid drivers and 76 volunteer drivers.

2. Travel Voucher Program - \$50,545

What: Provides travel vouchers to help cover the high costs of taxi and other "private pay" trips when Curative Connections and public transportation services are not available.

Who: People 60+ years old and people with disabilities that qualify them to pay half the standard Green Bay Metro fare or to use the Curative Connections transportation service.

How: "Individual" vouchers can be purchased for half their face value from the Mobility Manager for Brown County, and "agency" vouchers can be obtained from participating agencies (medical providers, etc.) for no more than half the cost of the vouchers.

3. Brown County Human Services Department -Van Driver - \$36,639

What: Individualized door to door van service for travel to medical, day service, and day treatment settings.

Who: Consumers of Brown County Human Services Department living outside of service area or unable to use existing specialized transportation services.

How: One van and one paid driver.

4. Salvation Army Transportation Service - \$9,900

What: Regularly scheduled trips to grocery stores for nutritional purposes and other activities.

Who: Seniors and people with disabilities participating in Salvation Army programs.

How: Three vehicles and volunteer drivers.

K. Vang noted that the Transportation Coordinating Committee (TCC) met on December 2 and made a recommendation to the Brown County Planning Commission Board of Directors BCPC for approval.

M. Handled asked if the State Section 85.21 program paid for the Brown County Mobility Manager.

K. Vang replied that Federal Section 5310 funds are used to offset the cost of this position.

A motion was made G. Pahl, seconded by M. Thomson, to recommend approval of the State Section 85.21 plan as proposed to the Brown County Planning Commission Board of Directors. Motion carried.

5. Presentation of the MPO's 2019 Transportation System Performance Measures Report.

K. Vang provided an overview via PowerPoint and described seven areas included in the report:

1. Transportation Structures and Pavement Condition
2. Transportation Safety
3. Highway & Street Operation Safety & Accessibility
4. Bicycle & Pedestrian Facilities
5. Public Transportation
6. Transportation Services for Seniors and Individuals with Disabilities
7. Freight Transportation (Rail, Water, & Air)

Bridge Condition

- 7 bridges (sufficiency rating < 50)
- 4 are planned for improvement (2019 - 2021)

Functionally Classified Streets & County Highways

- Total of 345 miles
- 39 miles with rating score of 4 and below

Transportation Safety between 2000 and 2017

- Annual number of crashes decreased
- Annual number of crashes that involved injuries decreased
- Annual number of fatal crashes decreased
- Annual number of alcohol-related crashes decreased
- Annual number of alcohol-related crashes involving injuries decreased

Highway and Street Operation, Safety & Accessibility

- Received approval of \$19.8 million from Build Discretionary Grant Program (STH 29 & CTH VV)
- Roundabout built (STH 29 & CTH EA). Total of 80 roundabouts in Brown County.
- HSIP fund used for the improvement of Parkview/Ashland intersection.
- ADA/Section 504 Transition Plan

Bicycle and Pedestrian Facilities

- BCPC staff is developing a Bicycle and Pedestrian Plan for the Village of Hobart.
- Three Regional Bicycle and Pedestrian Enforcement and Education events, FROGGER, were held in various communities throughout Brown County in 2019 (May, June, September).

K. Vang played a short video of a FROGGER event.

Public Transportation

- Free bus rides on Route 8 and Route 9 from Downtown Green Bay to Titledown District.
- There was a 2% increase in ridership between 2017 and 2018.

Freight Transportation (Port of Green Bay)

- Foreign Imports - 60.9 % increase between 2017 and 2018.
- Domestic Imports - 2.9 % increase between 2017 and 2018.
- Domestic Exports - 19.1 % decrease between 2017 and 2018.
- Foreign Exports - 16.1 % increase between 2017 and 2018.

D. Juengst asked about whether or not the goals will be met by 2020.

C. Runge noted that some of the goals have been met, some are beyond staff's control, and some may never be met.

C. Runge noted that the performance measures report presented today reflect performance measures that are contained in the Long Range Transportation Plan completed in 2016. The new Long Range Plan is scheduled to be completed by October of 2020 and will reflect the new performance measures that have been presented and approved by the planning commission over the last several years. The performance measures report discussed today will look very different one year from now.

P. Blindauer asked how "injury" is defined.

C. Runge noted an assessment is made by the responding law enforcement officer and it is recorded on the accident form.

G. Severson asked about VMT or Vehicle Miles Traveled.

C. Runge noted that WisDOT calculates the VMT. The most recent VMT data available is from 2017.

P. Blindauer asked what is the most common violation.

C. Runge noted that it likely "failure to yield".

G. Pahl asked if there was a standard distance students are expected to walk or bike to school.

C. Runge noted that up to 2.0 miles is typical but it can vary depending on climate, terrain, and/or other factors.

G. Severson asked about accidents involving alcohol and if the legal limit of 0.08 is the standard.

C. Runge noted that the statistics reflect when alcohol is a contributing factor.

B. Brock noted the law enforcement officer completing the accident form can indicate on the form that alcohol was a factor. The form can later be revised to include information regarding specific alcohol readings should they become available.

M. Thomson noted that there has been a significant drop off in alcohol related accidents since approximately 2010 and asked staff what factors has led to the reduction.

C. Runge believed law enforcement and "sting" operations has contributed to the decrease.

Discussion occurred on cultural and attitude changes in recent years. Uber and Lyft transportation services among the young have become a popular alternative to drinking and driving.

M. Thomson suggested that the use of a trend line in the report charts would be helpful.

G. Pahl expressed disappointment that the media does not cover significant planning commission reports and findings. G. Paul continued that the general public would be very interested in the materials.

C. Runge noted that the media did cover the FROGGER events quite well, but agreed that other materials are not often covered.

P. Blindauer asked about report distribution.

C. Runge noted that the report will be shared with the Brown County Public Safety Committee and others.

6. Directors Report.

C. Lamine provided a review of the PALS department four Smart Goals for 2019

1. New property tax bill software is up and running. The new tax bills will be generated from the new system.
2. The South Bridge project has progressed and the study is schedule to be completed in October of 2020.
3. The STEM Center located on the UW-Green Bay campus has been completed.
4. The PALS department has taken over the Brown County Housing Authority from the City of Green Bay and the transition has gone smoothly.

C. Lamine noted that the STEM Innovation Center was awarded a Mayor's Beautification Award.

C. Runge noted that there will be a Public Involvement Open House regarding the South Bridge Connector on:

Wednesday, December 11, 2019
6:30 p.m. to 8:30 p.m.
Presentation at 6:45 p.m.
Altmayer Elementary School
3001 Ryan Road
De Pere, WI 54115

The objective of this meeting is to provide a status update and discuss upcoming activities. Representatives will be available to discuss the transportation study, take comments, and answer questions.

5. Brown County Planning Commission staff updates on work activities during the month of November 2019.

Brown County Planning Commission staff updates on work activities for the month of November 2019 were reviewed.

6. Other matters.

G. Pahl noted that the Brown County Planning Commission Board of Directors and staff should be commended for the good work completed in 2019.

7. Adjourn.

A motion was made by G. Pahl, seconded by G. Severson to adjourn. Motion carried.

The meeting adjourned at 7:25 p.m.